

Subject: transportation budget
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Date: Thu, 15 Dec 2005 10:49:03 -0800 (PST)
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Good day, I should not say much about the bridge projects in Ketchikan and Anchorage, as I do not live there. I should think that Ketchikan's Gravina Island bridge has more reason to be built than some other, as there is a kind of parallel in the Juneau-Douglas bridge and also the Sitka bridge. As to the Juneau Access road, that proposal is actually a Juneau Non-Access road. If the plan is to end it at a river delta opposite and some miles down-channel from Haines, that means that ferries would still have to be taken to get anyplace at all. As Heather Lende has written about it in her wonderful editorial that appeared in the New York Times (The Road to Nowhere) a few weeks ago, you can't drive to the road from the Haines/Skagway end, and when you get to Juneau you can't drive any further.

I wonder if the Juneau people who are in favor of the road (I believe this is fewer than half) realize that if the road were actually built and somehow miraculously kept open, that the traffic could run both ways. I have read that there is a feeling that the state government is gradually leaking away to Anchorage, with more and more state offices being located there. Would this road then be a factor in accelerating this bleeding to Anchorage and Fairbanks, and making Juneau either a ghost town or only a tourist trap?

There has been much written and spoken about the environmental catastrophe that this road would cause. I agree with those arguments. I am willing to admit that perhaps it is less a catastrophe if the road is stopped before it ever reaches Taiya Inlet, but stopping at the Katzechini delta negates whatever value the road might have.

So 178 million dollars is spent on the road, will it be finished? No. Cost overruns? Count on it. What's the point? Who is going to make a great deal of money out of this? Whose friends are benefitting?

DO NOT BUILD THE ROAD!

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